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Subject: Federal transportation funds
From: Dela Grey <georangerdel@yahoo.com>
Date: Mon, 05 Dec 2005 16:19:03 -0800 (PST)
To: DOT_STIP@dot.state.ak.us

This is a perfect opportunity for the State of Alaska to address transportation needs that can exceed the potential benefits of building the Knik and Gravina bridges and road to Juneau. One terrific way to minimize heavy traffic loads in Anchorage is to invest in commuter rail to the Mat-Su Valley and possibly also to Girdwood. This could be done using existing railway, in coordination with and possible slight adjustments to the Alaska Railroad's regular schedule. If this is not possible, I strongly believe that building a light rail commuter system to Palmer and Wasilla would be more than worth the financial investment, because it would decrease air pollution in the city of Anchorage and ease traffic on the busy Glenn Highway, as well as around the city.

As the population of the Valley continues to expand, it may become necessary to build the Knik Arm bridge in the future. However, before another bridge is built, we must be sure Anchorage has the infrastructure to handle the additional traffic being funnelled into downtown. To facilitate keeping traffic moving and keeping the downtown area from becoming further clogged with traffic, a smooth connector between the Glenn and Seward highways should be in place that eliminates the need for all vehicles to be bottlenecked through the downtown stoplight district. To add another entry into the bottleneck in the form of the Knik bridge would be asking for trouble and not benefit anyone. Let's fix what needs fixing before we add to the transportation woes of Anchorage.

As for the Tudor-Lake Otis intersection, rather than adding more turn lanes (there are already several in most directions), is there any reason this intersection cannot be turned into an overpass such as at Tudor (or any of several other roads) and the Seward Highway? Since there is an incline into the intersection from all directions now anyway, it seems logical to me to build one road under the other. This, along with the Bragaw/Abbott Loop extensions, should alleviate much of the congestion at this intersection, shouldn't it?

I hope you will take these ideas into consideration in the decision of how to best spend the federal transportation dollars coming to the state, in lieu of building the proposed bridges and road to Juneau. I believe far more of Alaska's residents will benefit in the near future from fixing some of our transportation problems before embarking on projects of questionable need.

Sincerely,

Delenora Grey
Anchorage

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